Claims

[c1] 1. An automotive seat for a vehicle comprising:
a seat cushion which, in a first position, is tilted such that a front seating portion is positioned slightly higher than a rear seating portion, and a second position where said seat cushion is tilted such that the rear portion is positioned slightly higher than the front portion; and
a backrest having a front face and a back face, a forward seating position having a seating surface generally defined by said front face of the backrest and said seat cushion in said first position and a rearward seating position having a seating surface generally defined by the back face of the backrest and the seat cushion in said second position.

[c2] 2. The invention according to claim 1 further comprising a lap and shoulder restraint system integrated with the backrest for use in connection with either of said front or back faces of said backrest.

[c3] 3. The invention according to claim 1, wherein said lap and shoulder restraint system includes a buckle pivotally attached to said backrest.

[c4] 4. The invention according to claim 1, wherein said lap and shoulder restraint systems include a shoulder strap that retracts into said backrest at or near a top of said backrest.

[c5] 5. The invention according to claim 1, wherein said lap and shoulder restraint systems includes a lap strap pivotally attached to said backrest at or near a bottom of said backrest.

[c6] 6. The invention according to claim 1, wherein said backrest includes a bladder system, said backrest front face may be expanded by use of a bladder system while said rear face is substantially planar or concave.

[c7] 7. The invention according to claim 1, wherein said backrest front face is contoured to provide lateral support.

[c8] 8. The invention according to claim 1, wherein the backrest back face is contoured by use of a bladder system while maintaining the front face substantially planar.

[c9] 9. The invention according to claim 1, wherein said backrest back face is contoured to provide lateral support.

[c10] 10. The invention according to claim 1, wherein said seat

cushion is contoured to provide lateral support.

[c11] 11. The invention according to claim 1, wherein said seat cushion includes a front portion and a rear portion and said backrest is movable between a forward seating position where said backrest is coupled to said rear portion of the seat cushion and a rearward seating position where said backrest is coupled to said front portion of the seat cushion.

[c12] 12. The invention according to claim 1 wherein said backrest is operatively locked in a rearward seating position by a locking mechanism disposed between said backrest and said seat cushion.

[c13] 13. The invention according to claim 8, wherein said backrest includes a recline mechanism for altering the angle between the backrest and the seat cushion, wherein the recline mechanism is operable with the backrest in either the forward seating position or the rearward seating position.

[c14] 14. The invention according to claim 8, further comprising an armrest pivotally attached to the backrest which can be pivoted to provide arm support for a seat occupant when the backrest is in either the forward or rearward seating positions.

[c15] 15. The invention according to claim 8, wherein said backrest is comprised of a plurality of bladders to provide support on either of the front face or the rear face of the backrest.

[c16] 16. The invention according to claim 13, further comprising a stop that prevents the movement of said armrest below a generally horizontal plane.

[c17] 17. The invention according to claim 8, wherein said backrest has a horizontal cross section having two lateral sides and a midsection therebetween, wherein said cross section is wider at each lateral side than in the midsection.

[c18] 18. The invention according to claim 1, further comprising a reversible pocket selectively attached to the backrest for retaining articles for travel, wherein the pocket is adjacent the back face of the backrest when the backrest is in the forward seating position and is adjacent the front face of the backrest when the backrest is in the rearward seating position.

[c19] 19. The invention according to claim 14, wherein said pocket is attached to said backrest by an elastic material.

[c20] 20. The invention according to claim 14, wherein said

pocket is attached at said lateral sides of the backrest.

[c21] 21. The invention according to claim 1, further comprising an airbag deactivation device which deactivates the airbag when the seat is in said rearward seating position.

[c22] 22. The invention according to claim 18, wherein the airbag deactivator device is a limit switch.

[c23] 23. The invention according to claim 18, wherein the airbag deactivation device is a proximity switch.

[c24] 24. An automotive seat for a vehicle comprising:
a seat cushion having a front portion and a rear portion;
a backrest coupled to the seat cushion and movable between a forward seating position where the backrest adjoins the rear portion and a rearward seating position where the backrest adjoins the front portion, said backrest having a front face and a back face; and
a restraint system integrated with the backrest for use when said backrest is in either the forward seating position or the rearward seating position;
wherein said front face includes front lateral supports for use when the backrest is in the forward seating position, and said back face includes rear lateral supports for use when the backrest is in the rearward seating position.

[c25] 25. The invention according to claim 24, further com-

prising a recline mechanism for altering the angle between the backrest and the seat cushion, wherein the recline mechanism is operable with the backrest in either the forward seating position or the rearward seating position.

[c26] 26. The invention according to claim 24, further comprising an armrest pivotally attached to the backrest which can be pivoted to provide arm support for a seat occupant when the backrest is in either the forward or rearward seating positions.

[c27] 27. The invention according to claim 24, further comprising a stop that prevents the movement of said armrest below a horizontal plane.

[c28] 28. The invention according to claim 24, further comprising a pocket selectively attached to the backrest for retaining articles, wherein the pocket is juxtaposed with the back face of the backrest when the backrest is in the forward seating position and is juxtaposed with the front face of the backrest when the backrest is in the rearward seating position.

[c29] 29. The invention according to claim 24, further comprising an adjustable lumbar support retained within the backrest between the front face and the back face,

wherein the lumbar support is selectively adjustable to support an occupant when the backrest is in either the forward or rearward seating positions.

[c30] 30. The invention according to claim 24, further comprising an airbag deactivation device which deactivates the airbag when the backrest is in the rearward seating position.

[c31] 31. The invention according to claim 30, wherein the airbag deactivator device is a limit switch.

[c32] 32. The invention according to claim 30, wherein the airbag deactivation device is a proximity switch.

[c33] 33. An automotive seat for a vehicle comprising:
a seat cushion having a base, a front seating portion and a rear seating portion;
a guide member affixed to the seat cushion, said guide member extending from a first end adjacent the front portion to a second end adjacent the rear portion;
a seat bracket slidably engaged with said guide member;
a backrest coupled to the seat cushion by said seat bracket and slidably movable along the guide members between a forward seating position when the backrest adjoins the rear portion and a rearward seating position when the backrest adjoins the front portion; and

a biasing member operably connected to said guide member to tilt said front seating portion of said seat cushion such that said front portion is positioned higher than said rear portion when in said forward seating position.

[c34] 34. The invention according to claim 33, further comprising a lap and shoulder restraint system integrated with the backrest for use in connection with either said front face or said back face of said backrest.

[c35] 35. The invention according to claim 33, wherein said biasing member further comprises a first pivoting cam coupled to said guide member near said first end, wherein said first cam is positioned to tilt said front portion of the seat cushion above the rear portion when said backrest is in said forward seating position.

[c36] 36. The invention according to claim 33, wherein said guide member includes a pair of arcuate tracks.

[c37] 37. The invention according to claim 33, wherein said guide member includes a pair of linear tracks.

[c38] 38. The invention according to claim 33, wherein said guide member includes an elongated tube.

[c39] 39. The invention according to claim 38, wherein said

guide member cooperates with at least one follower block attached to said seat bracket.

[c40] 40. The invention according to claim 33, further comprising a locking member at each end of said guide members for securing the backrest in either the forward seating position or the rearward seating position.

[c41] 41. The invention according to claim 35, wherein said first pivoting cam is displaced by said contact member when said backrest is in said rearward seating position.

[c42] 42. The invention according to claim 41, wherein the first cam is generally vertically biased and said first cam is caused to be rotated generally horizontally when the backrest is in the rearward seating position.

[c43] 43. The invention according to claim 35, wherein said biasing member further comprises a second pivoting cam coupled to the guide members near said second end, wherein said second cam is positioned to tilt said rear portion of the seat cushion above the front portion when said backrest is in said rearward seating position.

[c44] 44. The invention according to claim 43, wherein said second pivoting cam is displaced by said connecting member when said backrest is in said forward seating position.

[c45] 45. The invention according to claim 43, wherein the second cam is generally vertically biased and said second cam is caused to be rotated generally horizontally when the backrest is in the forward seating position.

[c46] 46. A vehicle interior including a plurality of seats translatable along a vehicle floor from a fore position to an aft position, said vehicle interior comprising:
first row seats located within a front cabin of the vehicle interior, said front cabin having a rearward limit defined by the aft position of at least one of said first row seats; and
second row seats;
wherein at least one of said second row seats translates to the fore position where at least a portion of said at least one of said second row seats is disposed in said front cabin of the vehicle interior.

[c47] 47. The vehicle interior of claim 46, wherein the at least one second row seat includes a seat cushion and a backrest adaptable between a forward seating position and a rearward seating position, the backrest adjoining a rear portion of the seat cushion when in the forward seating position and a front portion of the seat cushion when in the rearward seating position.

[c48] 48. The vehicle interior of claim 46, wherein the at least one second row seat includes a lap and shoulder restraint system integrated with the backrest for use with either the front face or the back face of said backrest.

[c49] 49. The invention according to claim 46, wherein said backrest includes a front face and a back face, said back face contoured similar to said front face.

[c50] 50. The invention according to claim 46, wherein said backrest has a horizontal cross section having two lateral sides and a midsection therebetween, wherein said cross section is wider at each lateral side than in the midsection.

[c51] 51. A vehicle interior including a plurality of seats translatable along a vehicle floor from a fore position to an aft position, said vehicle interior comprising:
first row seats located within a front cabin of the vehicle interior, said front cabin having a rearward limit defined by the aft position of at least one of said first row seats; and
third row seats disposed generally behind said first row seats;
wherein at least one third row seat includes a seat cushion and a backrest adaptable between a forward seating position and a rearward seating position, the backrest

adjoining a rear portion of the seat cushion when in the forward seating position and a front portion of the seat cushion when in the rearward seating position.

[c52] 52. The invention according to claim 51, further comprising second rows seats disposed generally between said first row seats and said third row seats.

[c53] 53. The vehicle interior of claim 51, wherein said at least one third row seat is accessible via a vehicle tailgate when in the rearward seating position.

[c54] 54. A automotive vehicle having an seating arrangement system, the vehicle comprising:
an interior having a front cabin adjacent a vehicle dashboard, a rear cabin adjacent a vehicle liftgate, and an intermediate cabin interposed therebetween;
a first row of seats generally located within the front cabin of the interior and arranged laterally across said vehicle;
a second row of seats generally parallel to and positioned behind the first row, the second row generally located within the intermediate cabin of the interior; and
at least one reversible seat having a seat cushion and a backrest movable between a forward seating position where the backrest is adjacent a rear portion of the seat cushion and a rearward seating position where the back-

rest is adjacent a front portion of the seat cushion, the reversible seat including a two-way lap and shoulder restraint system integrated with the backrest for use in connection with either said front face or said back face of said backrest.

[c55] 55. The automotive vehicle of claim 54, further comprising a third row of seats generally parallel to and positioned behind the second row, the third row generally located within the rear cabin of the interior.

[c56] 56. The vehicle of claim 55, wherein the at least one reversible seat is located in the third row such that the at least one reversible seat can be adjusted so that the backrest is in the rearward seating position.

[c57] 57. The vehicle of claim 54, wherein the at least one reversible seat is located in the second row such that the at least one reversible seat can be adjusted so that the backrest is in the rearward seating position allowing a second row occupant to face the third row of seats.

[c58] 58. The vehicle of claim 56, further comprising a table surface interposed between the second row and the third row.

[c59] 59. The vehicle of claim 54, wherein said first row includes a driver's seat and a passenger seat, and wherein

said at least one reversible seat is said passenger seat which can be adjusted so that the backrest is in the rearward seating position allowing a first row occupant to face the second row of seats.

[c60] 60. The vehicle of claim 54, wherein said passenger seat being in said rearward seating position deactivates a passenger airbag of the vehicle.

[c61] 61. The vehicle of claim 54, wherein said first row includes a driver's seat and a passenger seat, and wherein said at least one reversible seat is said driver's seat.

[c62] 62. The vehicle of claim 54, wherein the backrest of the driver's seat is prevented from being adjusted to the rearward seating position when a vehicle ignition switch is in a run-start position, and the vehicle ignition switch is prevented from being adjusted to the run-start position when the backrest of the driver's seat is in the rearward seating position.

[c63] 63. In an automotive seat equipped for linear seat travel comprising a stationary base member secured to the vehicle floor a movable seat cushion having an upper surface, a lower surface, a front surface and a rear surface; a seat track affixed to the lower surface of the movable seat cushion and slidably coupled to the stationary base

member;

a first caster fixedly attached to the seat cushion nearest the front surface.

[c64] 64. The invention according to claim 63 further comprising a second caster fixedly attached to the seat cushion nearest the rear surface.

[c65] 65. The invention according to claim 64 wherein the first and second casters rest upon the vehicle floor during operation.